### THE FERRY DISASTER.

CORONER'S INQUEST CONTINUED.

TESTIMONY OF A MECHANICAL ENGINEER, BOILER-MAKER, FIREMAN, AND ENGINEER ROBINSON -HOW FIREMEN ARE GRADUATED AS EN GINEERS-WHERE ROBINSON WAS WHEN THE EXPLOSION OCCURRED.

The Coroner's inquest on the bodies of those killed by the Westfield explosion was resumed yesterday Three important witnesses-the manufacturer of the Westfield's boiler, the fireman, and engineer Robinson were examined, but no new facts were elicited. The first witness was Edward B. Start, who testified: I live at No. 25 Erie-st., Jersey City; am a practical engineer; know the engineer of the Westfield; he fired for me three years about 16 years ago; he often ran the engine for me; I lett him in charge sometimes; think he is fully capable of running an engine; I have made plenty of engineers in the same way while I was on the Fulton Ferry; I have een at the business 25 years; I learned the trade as fireman; I worked in the shop first, but didn't pass my regular time there; I fired on the steamboat Empire when Lighthall had charge of her; I was aboard the Westfield about a week, but I know nothing about the engine; I atu now in charge of two high-pressure engines at Allison's Dry Dock, Jersey City: Robinson is able to do any work about an engine, the same as the rest; can tend the water, strind valves, or anything else; he is insturally a smart man; I have seen the Westfield's bofler since the explosion; saw scales on the flues and arches; tried the braces and found them has braces mustily are, at little shell; everything about appeared to be perfect; I don't think if the braces had held, the belier would have been twisted the braces had held, the belier would have been twisted up as it was; I found no signs of low water think the bartaing occurred from high pressure of steam; I saw one soft patch in the steam chimney; I hav had licenses from Mr. Hopper, Mr. Matthews, and others; It is not required now; have none from Mr. Belkmap; he was not in office when the law required it.

By the Jury—I think Robinson is a competent to take charge of an engine as I am; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things as I do; perhaps he don't know as much of some things he had been as the much of the some things he had been as the much of the some things he had been as the much of the some things he had been as the some things he had been as the some things he had been and the some things he had been as the some things he had been and the some things he had been and the some things he had been as the some things he had been as the some things he had been as the some things had been as the some things had been as the some things had been and the some things had been as Dry Dock, Jersey City: Robinson is able to do any work about an engine, the same as the rest; can tend the water,

another gauge

HOW ENGINEERS ARE EDUCATED.

By the Coroner-I was running an engine on the Fulton Ferry fully 7 years; I made 3 engineers there; one of you'll find that one-third of those running engines on the Pulton Ferry have been raised from firemen; the same Pulton ferry have been raised from hiemen; the same is true of the Jersey ferries; I am not a regular me-chanic; it is not part of the engineer's duty to put on the water at the pier; he should be around his engine all the time; I was abourd the Palmetto during the Mexican War; get \$100 a month now, and wouldn't work for less;

time; I was aboard the Palmetto during the Mexican War; get store a month now, and wouldn't work for less; rich companies pay \$125; can patch a boiler myself; so can Robinson; all the ferries have chief-cogineers, as well as engineers who run the beats; the latter are generally more capable than the chiefs; it is so at least on the Jersey Ferry; the engineer there is a cigar maker by trade, and not one of my make.

Charles H. Franklin testified: I am a boiler-maker; as cearly as I can recollect I made the boiler of the Westlad in the Winter of 1861 and '62; it is a law pressure return-fluo belier; I could n't draw the boiler on paper, but I can explain it by language; the boiler was 12 feet front, round shell 10 feet diameter, put together in courses; between the shell and the flues that run through to the back connection is the water-sourface; the steam chainney is about 10 or 11 feet above the top of the shell; the heat strikes on the upper part first; the man-hole is to permit persons to go inside the boiler at any time; the metal was the best Pennsylvania tron, 5-16 on the water-bottom and § inch the rest; these sheets were riveted together by large and small courses; in making boilers, if I see any crack anywhere, I always take it out, even if it costs \$500; I don't know how to take care of a boiler; only to make it. By Prof. Thurston; I saw this boiler made—every part of it; we use the drift-pin, generally chip and caulk then around the seams; don't know that the Westfield was chipped and caulked. [A plece of the boiler of the Westfield, about 2 feet 6 inches long by 1 foot wide, taken

them around the seams; don't know that the Westfield was chipped and caniked. [A piece of the boiler of the Westfield, about 2 feet 6 inches long by 1 foot wide, taken from the side was exhibited to the witness.] I have examined the sheet here, it is C No. 1, not the best Pensylvania flange; this piece was taken from the round shell; its seam is a horizental seam; it has been both chipped and caniked; if it hasn't been properly calked there will be a pin-hole; when these sheets were first riveted together the edge was square; that edge was driven down't on hair flue and turned in; the work was well done; I can't see any deficiencies with the naked eye. [After nooting at it through spectacles.] The iron is broken all nicing.

O. Why should it have started there? A. The shell of that botler was 16 to 18 feet long; when heated to a therry-red it expands about 1-16 of an inch to a foot; that boiler continually getting hot and cold, the expansion and contraction kept working it like a hinge; the upper

and centraction kept working it like a hinge; the upper portion is hotter than the lower, and the expansion of the top will operate lengthwise.

Q. Your idea is that the bottom of the boiler changes its dimensions while the top remains the same! A. No. Sir, the top would get longer, the bottom remain the same; the crack here goes through the fron nearly 3-10 of an inch, it varies from a scant 1-8 to 3-10; a boiler of 10 feet in diameter is working all the time like a bellows.

Q. Does a change in the pressure of steam, or in the quantity of water, change the boiler's form irrespective of temperature! A. No; nothing but a change of temperature and of it, the form of the sheet has not been changed since it went into the boiler; there is no back curving in it; the curve has not been reversed that I see; if the crack were on the outside it might have been formed by striking it with a hammer; an empty boiler has no ring, but a flat sound; I never used a hammer on a sheet; always used my eye.

Q. How would you discover whether iron was laminated or not! A. Clamp it up and try it with a hammer; couldn't do it when the plates were riveted together; I am satisfied that you cannot find cracks in a boiler by the sound of a hammer; you could tell perhaps by the feeling, but not by the ear.

Q. Is the break in this iron plate here old or new! A.

Iceling, but not by the ear.

Q. Is the break in this iron plate here old or new? A.
My opinion is, there has been a lesk there, and the break
is a new break; there is no sediment in the crack; there
would be if the were all. if it were old.
I you say if the crack existed before the explo-l you say in the crack existed before the explo-l never say an exploded boiler in my life; caulking is I flad the from sayky; I den't know

By the Jury-We had an order for two boilers, one for the Westfield, and, I think, the other for the Clitton; c'on't know why the Westfield's was made smaller than By the Coroner-If in the beiler of the Westfield fresh water was used all the time, it should have insied it to is years; if a if water was used, it must be worn out.

Be Mr. Brown-Q. Do you not often put patches on new toolers before they go out of the shop! A. Sometimes we do.

THE FIREMAN'S ACCOUNT.

Robert Crossen testified: I reside at Tottenville, Staten Island; am fireman for the Staten Island Perry Company; I was aheard the Westfield the day of the explosion; the fires, before we left Staten Island, were very dull; we shut up the farance doors at 12:20 p. m.; they remained shut till 1; we got orders from the engineer to do it; when we arrived here, the first thing we did was to try the water; we raked the first twice on the way up; coming in the slip we covered the fires over with real and left the doors open; then tried the water and went up stairs to clean the cylinder, then came down in went up stairs to clean the cylinder, then came down in the fire-room; was absent about 29 minutes from the ire-room; did n't see the engine-room; my partner came down and shut up the furnace doors; he saw that the fires were dark; that was 23 or 24 minutes after 1 o'clock; I went and opened the doors about 127 p. m.; there was no steam blowing off then, but there was afterward; the Government valve was blowing off very slightly, just simmering; the pressure was never over 25 or 26 pounds in stormy weather, that I saw. By Mr. Foley-I have been employed as fireman for

By Mr. Folcy—I have been employed as arcman for three years; I did anything I was told.

Q. How soon do you expect to be promoted to engineer! A. I don't know, "boss;" that's too much for me; I didn't "go" fireman with the expectation of becoming an engineer; don't feel capable of managing an engine; I was altogether under the comfool of the engineer; I examined the water-ceeks while it the slip, and found the water scan; I opened the doors of the furnisce to prevent the fires from burning too strongly; the doors were open when the explosion took place; I was standing near them.

tificate: I first got one, I believe, in Mr. Renwick's time; have none now; the law does n't require it; I was asked a variety of questions when I passed; I was not present when the boiler was last tested; I have been present when boilers were inspected, and did'nt see any one go inside of them; I liked to have as near 28 pounds of steam as I could get, before I started, very seldom more than that; the Superintendent told me to do that; our valve and the government valve are not near each other; I was not thrown overboard; was not in a small obeat; was not inleep anywhere; I did n't wake up the deck hand on the pier that I know of; I threw something at dim, I believe; the Thursday before the accident I examined all round the engine and outside the boiler; did n't see anything wrong; it was so greased outside that it must have been a pretty good leak to show; we greased it every Sunday.

By the Coroner—I was liable to be changed about from one boat to another; I took interest in the boiler just as much as if I was permanently on the boat; the Westfield was a good beat to bandle, and I liked her; I have made some engineers; Thomas Connolly was under me as fireman; I gave him all the instruction I could, and he was a good schelar; he is not a mechanic; he runs one of the Staten Issand ferry boats now as engineer; he was the one that made the repairs on the boiler; since my first examination no questious have been asked concerning my ability to act as engineer; I never saw a leak on the outself of this boiler; I applied for my cerifficate myself; got tired of waiting for recommendations, and went myself.

The proceedings were adjourned to Monday at II a. m.

The proceedings were adjourned to Monday at 11 a. m.

## THE GOVERNMENT INQUIRY.

OPINIONS OF SEVERAL MECHANICAL ENGINEERS-METHODS OF ADJUSTING STEAM GAUGES-THE BOILER INSUFFICIENTLY SUPPORTED, OWING TO THE REMOVAL OF A SADDLE-WORTHLESS QUALITY OF THE IRON.

The Government inquiry into the cause of the Westfield explosion was continued yesterday by Inspectors Hill and Boole, in the United States Circuit Court-room. The witnesses were all practical engineers, and the evidence related to the modes of testing steam valves, and to the soundness of the botler-plates on the ill-fated ferry-boat.

E. H. Ashcroft stated that his testimony, as reported represented him as saying that a safety-valve rise no higher with a pressure of 60 or 100 pounds than it would with 30. He intended to add the qualification,

would with 30. He intended to add the quaincation, with the weight adjusted to these pressures."

H. K. Moore, Superintendent of the American Steam-Gauge Company, Boston, testified:
Q. Was the gauge used on the beiler of the Westfield made at your manufactory! A. Yes, Sir, it was made and sold to our agent in New-York Nov, 16, 1867.

1:Q. Was it made for any particular steam vessel! A. No, Sir, it is an ordinary gauge.
Q. Were you aware that there was a gauge of your manufacture on the Westfield at the time of the explosion! A. No, Sir.
Q. Have you any remarks to make respecting the

sion I. A. No, Sir.

Q. Have you any remarks to make respecting the gauget A. No, Sir, except one thing; the Committee who examined the gauge say that in no case was it more than about one pound or I 7-10 out, and I was very much surprised this morning to see it reported in the newspapers that the gauge below 24 pounds was 17 pounds out; I knew that to be an impossibility if it was right in other places.

places.

Mr. Hill—That, I believe, has been corrected: the misake was made when copying the report, in making the
7-10 pounds 17 pounds.
Mr. Moore—I thought, in justice to myself, that this istake should be corrected.

Mr. Hill-The gauge was found to be very nearly cor-

rect.

Mr. Moore—It is a fact that that kind of gauge if started 1 pound shead will be 1 pound shead all round; I have unde some 50,000 of this particular kind; a spring gauge never gets still; it has a tendency to grow weaker; where gum-packing is used the gauge grows still, consequently the error, if any, would be on the wrong side; but where no gum-packing is used if any error occurs it will always to go the safe the.

where no gum-packing is used if any error occurs it will always be on the safe side. Q. Do you make any other kind of gauge beside the Bourdon! A. We make the Allen gauge. Q. For which kind is there the greatest demand. A. About four fifths of all we make are Bourdon gauges.

ME. MATTHEWS DEFENDED. Mr. Wiard desired to state as an expert that he had noticed in the published testimony some criticisms upon the inspection of the Westfield's boiler by Mr. Matthews which he considered to be unjust; these criticisms refer which he considered to be unjust; these criticisms refer to the fact that the steam gauge belonging to the boat was used and relied upon by the inspectors, instead of applying a standard gauge from the inspectors' office; the standard gauge is adjusted and proved by a column of mercury, and Mr. Matthews seems to have been careful enough to have applied an equally practical test to the gauge on the Westfield before he relied upon it; that is, he observed that it was sensitive enough to be affected by the column of water above it in the steam chimney, and that it was wound up to the extent of the pressure shown by this column of water, which showed the inspector the true pressure connected with his test of the belier; it also immissed a tested gauge for the use of the engineer, with which to treat the same boller afterward; the use of that gauge was also very proper in this; if there had been any error in the standard gauge used the error might have been fatal if another had been used afterward without any error.

Robert Creuzban said that since giving his testimony the day before he had again examined the exploded boiler; he found that the scale on the upper flues varied from \( i \text{ to 1-i6 of an inch in thickness; on the lower flues the average thickness of the scale was not over 1-32 of an inch; the four lowest flues were indented and flattened on the lower sides; the iron must have been considerably heated when this indentation occurred.

Azel J. Sheppard, a steamboat engineer! A. Thirtyto the fact that the steam gauge belonging to the boat

cisco, testified:

Q. How long have you been an engineer! A. Thirty-five years. Years. You were the engineer of the steamboat Mountain-

Q. You were the engineer of the steamhoat Mountaineer! A. Yes, Sir.
Q. What were the dimensions of the boiler! A. The shell was 12 feet in diameter, and in thickness did not exceed one-fourth of an inch.
Q. Single riveted! A. Yos, Sir.
Q. How much steam did you ever carry on her! A. I have seen 52 pounds.

CONDITION OF THE BOILER.

E. W. Smith testlied: I am an engineer, and reside in New-York : I have made several inspections of the Westfield; I found the furnace end of the boiler, with the team-chimney and figes, several feet out of its natural sition; the forward and thrown over on the starboard ostion; the forward and thrown over on the starboard ide of the boat, and found the second course of the round older entirely disconnected from the boller; and also found a triangular-shaped corner, about four cot long by one and a half feet wide, bud been proceed and detached from the upper end by the force of the blow with which the course and strack the deck timeers; some of the rivet holes in the edge of this piece erre not at right angles with the face of the plate, which, they had been distorted by the use of the drift this. bers; some of the rivet holes in the edge of this piece were not at right angles with the face of the plate, which, if they had been distorted by the use of the drift pins drawing the edges together, or enlarging the vent holes, may have weakened that edge of the plate at that point; the pieces of the broken end of the course showed that the plate had washed away and cracked on the inside surface of the course, so that not more than one quarter of the crighnal strength remained; where the plate was not washed, it was one-quarter of an inch thick; in one place of about eight inches the ends looked as if the crack had extended quite through the plate; at other places the ends showed a new break of iron, not exceeding in thickness one-thirty-second part of an inch; at other places it showed new fractures of a thickness of about one-tenth of an linch; where the round smell rested, the cast-iron saddle also exhibits an old crack immediately under the edge of the lap, extending, as near as I can judge, full one-half way through the thickness of the plate; I am of the opinion that the decay and cracking of the plates at this point is one clue to the strains in the plate produced in that particular point; the strain would probably be sufficient to cases some disturbance of the particles of iron on the inside surface, and just at this point where the seam was constructed; I saw marks in other parts of the boiler; the tougher and more duetle the iron, the longer the plate could withstand the contention without cracking. INSUFFICIENT SUPPORT TO THE BOILER.

I saw on the round shell but one place showing the

G. How soon do you expect to be promoted to chemical the colority of the context of the colority of marks of the saddle supporting the boiler, and this place is very plain; in no other place can I find any marks, and I, therefore, infer there has not recently been a

dent to reduce the pressure of steam below the amount allowed by the inspection certificates if a part-of the supports of the round shell of boiler was removed and not restored, somebody is to blame; the Iron in the shell is, I think, good quality; the fire surface of the boiler does not show any indication of low water; it is possible the steam pressure may have exceeded the amount allowed by the inspector's certificate; if the steam had lifted the safety-valve, which is supposed to have been set to conform to the hispector's certificate, because if steam was making rapidly it could not find vent at the safety-valve only by a surplus of pressure sufficient to force the issue of the overplus through the valve opening, and this may have caused a few pounds of excess; steam has been known from such causes to rise when blowing off to an extent of 10 pounds above the pressure sufficient to lift the valve off its seat.

INFERIOR IRON.

INFERIOR IRON. George Sewell, United States Engineer, testified: I risited the Westfield 8 days after the catastrophe, and made an examination of the various portions of the boiler with a view, if possible, to determine the cause of its destruction; I was accompanied by draftsmen, and I made with their aid sketches; in examining the main part of the holler, what altracted my attention particularly was that one of the largest plates of from was of very inferior quality, for a distance of a feet; this from had not been wedded thoroughly, and in some places the slag was visible between the layers of metal; I next examined that portion of the bodier that had been blown So feet and jammed tight up in the edges of the vessel; this portion contained some six or eight feet of the shell and the back-head of the bodier; upon viewing the outside of this back head, I saw what I consider the primary cause of the blow-up; this back-head sheet is buiged out some 104 inches, and this feature proves uncontrovertibly that the stay-holts drew out of the back connection, thereby throwing the entire strain of sustaining the back bolier head upon the section of metal in the shell of the bolier, minus that occupied by the rivets. This section of metal equals 62.5 inches, and assuming the steam pressure to have been 27 pounds, would put a total pressure on the back-head of the bolier of 36.283 pounds, or a pressure per square inch of section of metal, to sunder the bolier at right angles to tis length, of 4,800 or the bolier of section of metal, to sunder the bolier at right angles to tis length, of 4,800 or the bolier at right angles to the length, of 4,800 or the bolier of section of metal, to sunder the bolier at right angles to the tength, of 4,800 or the bolier of section of metal, to sunder the bolier of section of the Board, consisting of the pounds; there is made by the iron of the Board, consisting of Messrs. Fletcher, Vanderbilt and Copeland, show the iron to have been of the most worthless charactor, being pulled asunder by a strain of 3,784 pounds; there is an element of weakness in bol its destruction; I was accompanied by draftsmen, and I made with their aid sketches; in examining the main to satisfy myself of the much-talked-of crack; the rapture in the shell no doubt started in that defective sheet, on the upper port side, assuming the boiler to occupy the bow of the boat; this is evident from the fact that the back end of the boiler was slewed to starboard and was not raised from its bed; the greatest force of the escaping steam was upward and in line of the keel, as evidenced by the great destruction of the upper works of the boat, and the opposite directions in which the main portions of the boiler were thrown, one being thrown down into the bow of the vessel, and one toward the stern by the engines below; the stay-bolts are known as serew stay-bolts, from the fact that they have a screw or thread their entire length; the plates of the boiler that is to be stayed with these boits are punched or drilled to receive the lap that is to make the corresponding thread in them; these holes are lapped, and the stay-bolts screwed in and cut off to the proper length, and then riveted over, forming a head on each end of the bolt; it is of common occurrence that in riveting these boils over to form the heads (which must be done when the iron is cold) the texture of the metel is seriously injured and the strength of the boils greatly imparied; stay-boils of this description, if not well taken care of, are very liable to corrode rapidly, as was the case in this instance; the hydrostatic test, when supplied with the pump, the pressure being carried 25 per cent beyond the working pressure to be allowed, is highly injurious to a instance; the hydrostatic test, when supplies with me pump, the pressure being carried 25 per cent beyond the working pressure to be allowed, is highly injurious to a boiler, and in my opinion has, in more than one hastance, laid the seeds of future rupture with a less steam pressure; the bydrostatic test, as applied to steam beliers in accordance with the law, is no evidence of the strongth of the boiler, and affords to passengers not the slightest constants for their sufety.

guarantee for their safety. RESPONSIBILITY OF MANUFACTURERS. The manufacturer of the iron should be held responsible for the quality of the iron he furnishes. The boilermaker should be held responsible should be use imperfect from or treat the iron unfairly and injuriously while fabricating the same into steam boilers, and he should be held responsible for the proper staying and bracing of the boller; screw stay-bolts like those used in the back con-nection of the Westfield should be forbidden. Had the orthe boder, are way, and the forbidden. Had the ordinary socket bolt been used instead, the calamity would
have been avoided; in regard to the practical operation
of steam bollers the first great prerequisite to insure
safety to the traveling public is to employ intelligent,
competent engineers, and pay and treat them accordingly; the man in charge of the Westfield admitted that
he had a pressure of 27 pounds just before the burst, and
if he could exceed the lawful pressure by
two pounds per square inch, it is fair to suppose that
he would not scruple to earry five or ten pounds more if
he felt disposed; the steam-gauge of the Westfield is of
the clock-face or spring-gauge variety, and it is ravity
to find such a gauge correct; they are a dangerous dependence; I had one of them attached to the donkeybotler of the U.S. steam-frigate Powhatan; that after a
months' service would not indicats within 10 pounds of
the true pressure, and had it not been for the safety-valve
indicating about the true condition of things, the boiler
would have been denoished; I have no confilence his any of unlawful pressure; I have no affinity with those who attribute such catastrophe as that of the Westfield to providence of God; such things are the result of ignorance, carelessness, or the cupidity of min.

The investigation was then closed. Mr. Boole said that

the report of the Inspectors would be presented to Supervising Inspector Low, who would decide whether or not it should be given to the newspapers before being forwarded to Washington. The Board then adjourned.

THE EMPLOYER OF AN UNLICENSED EN-GINEER ARRESTED. Henry Rowley, owner of a steam boiler in

the rear of 148 Mulberry-st., was arrested yesterday by Capt. Yule of the Sanitary Company for having in his employ, in charge of the boiler, Eugene Chaon, who is not licensed by the Commissioners of Police. He was held to bail in \$300.

THE SAMUELS LIBEL CASE-A DILATORY JUDGE. Capt. Samuels of the yacht Dauntless reovered a verdict of \$5,000 against the owners of The Evening Post for libel, in December, 1-50, and a motion was made, yesterday, before Judge Sutherland to declare a stay of proceedings, granted immediately after the verdict, at an end. It appeared from the statements of quisel that the defendants made a motion to set aside the verdict, which was heard, last January, before Judge Sarnard, and has not yet been decided. Mr. Black, for the plaintiff, stated that Judge Barnard had been reled of the case several times, but had not acted upon it. Judge Sutherland stated that he did not know what he could do in the matter, except to request Judge Barnard to bear the motion, and that he thought the motion ought to be decided.

A TAILOR SLANDERED-A CLUMSY LAWYER. Samuel Hammerstein, a tailor in Mercer-st., has sued Isadore Marks in the Superior Court for slanduring him. He alleges that the defendant told certain persons that the plaintiff was a thief and a robber, and ould not be trusted; that he charged plaintiff with stealing money from him, and swindling every man who went to him in his business; that the plaintiff deserved no sympathy, because his wife is a prostitute and goes to pic-nics. The plaintiff [further charges that Marks to pic-nics. The plaintiff ffurther charges that Marks stands near his place of business and endeavors to dissuade people from going there by uttering these slanders, and that he has greatly injured his business. The plaintiff obtained, on his relidant, an order of arrest against the defendant, who was subsequently released on \$500 bail. His counsel moved, yesterday, to set aside the order on the ground that the slanders were not charged specifically, and that they were uttered in New-Jersey. Judge Earbour held that it was not necessary to state the time or place of attering slander-ons accusation, and denied the motion without cests with leave to renew on additional afficients.

THE COBURNS BAFFLED AGAIN.

Although Joe Coburn's application for his brother Michael's release on bail had been previously denied, he called yesterday at Coroner Hermann's office, in company with a brother-in-law of Mr. Brunner, the wounded man. On learning of the Coroner's absence from the city, the prize-fighter asked Coroner Young to accept bail, claiming that his companion was willing that this should be done. The Coroner declined to interfere in the case. Later in the day Coburn returned with a lawyer, and, in the Corener's absence, applied to the clerk of the Board of Corener's absence, applied to the clerk of the Board of Coreners to ball the prisoner, but was refused. The lawyer talked loudly of writs of habeas corpus, and of securing justice before another tribunal, but was finally compelled to leave without having secured the release of the murderous assailant whose cause he was advocating.

SHIPPING INTELLIGENCE.

To the Editor of The Tribune. Sin: Why is the shipping news always published on two different pages of THE TRIBUNE! Is it owing to the fact that part of the news is not received till) you are about going to press ! New Fork, Aug. 11, 1871. [Precisely.-Ld.]

be a fascinating affinity between ourselves, animate, and

our Mother Earth, inanimate. The presence of your correspondent in this famed city of smoke, of iron, of noise, of soct, of dirt, induces these random reflections; and if I did not love and honor Pittsburgh for her carnest, practical illustration of the incalculable importance of production, in contrast to that system which discourages production and advocates the bankrupting policy of consumption first, production afterward, I might be driven to some very gloomy criticisms on her dark sky, sooty sideways, dingy walls, and universal, all-absorbing dirt.

But no patriot who loves his country and the happlness of its growing, inflowing generations more than selfishness, can contemplate these countless bee-hives of skilled labor—these multitudinous "works" where every conceivable device and instrument that inventive genius has given to the epoch is deftly wrought as it were from chaos-without a sensation of reverential awe. Few scenes are more cheering to the live cosmopolite than a broad harbor threaded and interlaced by the tracks of the coming and departing vessels; for where consumption and production are permitted to adjust themselves naturally and normally without undue stimulus, commerce is a fair index of public prosperity. But there is one scene by far more fascinating to me than commercial life; that is, productive or manufacturing industry. The former suggests diminution; the latter, augmentation; the one, at the best, but negative; the other, positive. And here I find dear old dirty, thriving, enterprising, smoky Pittsburgh-a vast, complex, active productive establishment, rife with the impulses of progress, teeming with the results of ingenuity and skill.

I wish I could discover crisp words in which to picture to you the many scenes of a day's ramble among the manufactories of Pittsburgh. Despairing of this, I select one splendid sample of what abounds, and give you some sketches and facts concerning the most interesting of the devices which I saw in process of manufacture here to-day. In making the rounds of the cordon of works" which cling to the sides of the Allegheny and Monongahela hills and encompass the city, a friend saggested that I stop and see the

WESTINGHOUSE AIR-BRAKE.

My first impression of an air-brake was crude enough. But I found there an invention scientific in all its features-a device so ingenious and yet so simple that it shames you for not concelving it yourself, while it illis you with amazement and gratitude. The subject of an accident-preventing car-brake I imagine to be one of great interest to your readers, for the millions who demand safety in railway travel have long recognized

THE TRIBUNE as their foremost champion. What is the Westinghouse air-brake ! All have heard of it. Few, perhaps, have a comprehensive idea of it. Every person who travels, or who is interested in the safety of any one who boards a passenger railway train, is deeply, personally interested in this wonderful car-

DESCRIPTION OF THE BRAKE. On the right alde of the locomotive, and in full view of the engineer, an air-pump is fastened to the locomotive frame. It is propelled by steam drawn from the beiler, is self-acting, and is motionless only when the expansive force of the compressed air in the reservoir which hangs beneath the cab (a cylinder of boller fron suitable to the dimensions of the locomotive) becomes equal to that of air-pump works, and the expansive force of compressed air is augmented. When the steam is high, and the possible demand for great force of the brake consequently increased, the pressure of steam and air in the reservoir must correspond. Tals relation of expansive force is always maintained. Pipes to comer the compressed air extend from the reservoir beneath the locomotive cab back under the whole train. Midway beneath each car is a fixed cylinder, with piston so contrived as to not directly on the lever of the ordinary hand-brake, and does not prevent the use of the latter brake in conjun tion with the air-brake, or separate from it if required. The continuity of air-pipe between the cars is preserved by heavy rubber hose connected by a most ingenious brass coupling, so devised that, when coupled, valves are open, and the compressed air can move from the reservoir uninapeded to exert its force; if any cars are de-tached, thereby sundering the connecting pipe after the

The inventor, Mr. Goorge Westinghouse, is a man roung in years, a native of New York. When a boy he oncaived the theory of the brake, and more nearly per-select if as he grow to manhood. Not unlike most great ractically introduce his invention. Conservative old ogy gentlemen controlling rallways replied with an ourous and negative shake of the head when asked to give the brake a trial. I remember the reply of a railway manager 15 years ago to a request that he substitute a self-acting car-coupler for the man-crushing ones in use. It was: "Your device would be more expensive than Paddies are." But coming to Pittsburgh, Mr. Westinghouse found live, sagacious young men of capital, who, forceasting the innumerable benefits both to the traveling public and railway companies which this improvement was destined to secure, stepped unhesitatingly forward and enabled the inventor to realize the glorious dream of years. The wide-awake railroad officers of the network of trunk lines centering here, always ready to improve the modes of transportation over their railways, gave every encouragement for a fair trial of this new and eurious device. That was two years ago. In the Spring of 1869 a patent was issued, and, a satisfactory pump having been obtained after encountering many difficulties, a complete brake was placed on a train of the Pan-Handle road. The eagerness of the young and enthusiastic inventor may be imagined. The hope of years hung in a balance. Would the first test prove a failure? The train dashed out of Pitrsburgh ato the bridge over Monongahela River; the suspense could be no longer endured. There, above the pure swirling mountain waters, the first test was made. It was a surprising, joyous success! And with the vehemence of a shout, in voices matching Forrest's, there grose upon the air the familiar quotation: "In the bright lexicon of youth there's no such word as full !"

ITS INTRODUCTION. Very soon thereafter a manufacturing company was organized, with Mr. George Westinghouse, Mr. Ralph Bagaley, and Mr. Robert Pitenira as officers. Brakes were made and new trials had. These were attended by uninterrupted triumphs. The Pennsylvania Central Rallway was the first to adopt it as a substitute for all other brakes, and equip with the Westinghouse its entire passenger service.

Responsive to that natural impulse of progressive men to imitate the example of the great and good, other leading railway managers began to turn their attention to the wonderful invention. And in this almost incomparably brief period since any of us heard of the airbrake, 600 locomotives and 2,200 passenger coaches, have been thoroughly equipped therewith, and are whirling thousands of people in safety over more than 10,000 miles

of our railways. Among the first-class through lines now using and testing the Westinghouse air-brake I might mention the following: Pennsylvania Central and branches; Pittsburgh, Cincinnati and St. Louis; Union Pacific; Michigan Central; Lake Shore and Michigan ern; Pittsburgh, Fort Wayne and Chicago; Chicago Burlington and Quincy; New-York and New-Haven; Hartford and New-Haven; Northern Central; Chieago and North-Western; Illinois Central; Central Pacific; Kansas Pacific; Bee Line; New-York and Philadelphia; Erie and Pittsburgh; Burlington Chicago, Rock Island and Missouri River; Pacific; Old Colony and Newport; Boston and Providence; Philadelphia, Wilmington and Baltimore; California Pacific; Kansas City, St. Joseph and Council Biuffs; Indianapolis, Bioomington and Western; Van-dalia Line; Ohlo and Mississippi; Indianapolis, Cincinnati and Lafayette; Columbus and Hocking Valley; Morris and Essex ; Jeffersonville and Indianapolis ; Oil Creek and Allegheny River; Philadelphia and Erig; Allegheny Valley; and Cleveland and Pittsburgh.

A year and more of constant use on so many lines, where tests of the brake, necessarily of every tossible nature, would be had, proves the invention to be all the inventor could desire. Its success has bein uninvece-

railroad managers flow in upon the proprietors with an unceasing current. Nobody growls or complains of dis-appointment. So unanimous and so generous is this approval that the public will appreciate a few short verbatim extracts from the

OFINIONS OF RAILWAY MEN. Mr. J. H. Devereux, General Manager of the Lake Shore and Michigan Southern Railroad, writes that the use of the air brake for nine months on that road "de-monstrated its entire practicability, economy, and exraordinary efficiency;" and he further says; bility in all weather, by day and night, at all times, has proved unquestioned."

Mr. Horace Scott, Superintendent of the Jeffersonville and Indianapolis line, states that a year's use of the brake on his road convinces him that "no road can afford to run passenger trains without it," and that the saving in expense every six months will pay the entire cost of equipment with the brake.

Mr. John Durand, General Superintendent of the Pittsburgh, Cincinnati and St. Louis lines writes: "By its use the passenger trains are placed under the entire control of the engineers, the hazard of railway travel is largely diminished, and the risk of damage to property

materially lessened." Mesers, J. N. McCullough, General Manager, and J. N. Lavng, Superintendent of the Pittsburgh, Fort Wayne and Chicago Road, unite in saying: "It has fully demon

strated all that its inventor claims for it." Mr. Robert Harris, General Superintendent of the Chi cago, Burlington and Quincy Road, says that the brake commends itself by the greater safety it insures," and he "confidently looks for its universal adoption."

The Hon. H. J. Jewett, late Vice-President of the Pitts

burgh, Cincinnati and St. Louis line, writes: "I regard

the brake as essential to the economical and safe handling of passenger trains." Mr. George S. Dunlap, general manager of the Chicago and North-Western Roads, says: "I regard its utility and reliability fully established, and it as the best train

rake I have ever seen." Mr. J. J. Lawrence, General Superintendent of the Al legheny Valley Railroad, writes: "We can, in the short time it has been in use on our line, say that one or more (what under other circumstances would have been) disastrous accidents have been prevented."

Mr. A. J. Cassatt, General Superintendent of the Penn sylvania Raliroad, where the brake has been longest in use, and most thoroughly tested, commends it as, in all respects, superior to any other brake, and adds: "As an element of safety in the operation of railroads, its ad vantages cannot be over estimated."

Mr. W. W. Card of the Pan Handle line informs the proprieters of the Air Brake that "We have used it on our accommodation trains making an average of 50 stops per day without any para of the brake requiring repairs for months."

Mr. Wm. Stewart, Superintendent of the Cleveland and Pittsburgh Railway writes: "During the past six months this company has to its entire satisfaction been using the Westinghouse Air Brake on its passenger trains." Mr. John Pitcairn, jr., Superintendent of the Oil Creek and Allegheny River Rallroad, says of the brake: "Its practical working is all that could be desired."

These random and brief extracts from voluminous correspondence reflect but a ray of the flood of emphatic indorsement overywhere given the Westlughouse Air-

From a pecuniary point of view it will be observed that railway managers speak of it as an economical brake. conservatism in railway managment is frequently the nest expensive and revolutionary policy. Just the ther day in Tonnessee, a company lost perhaps several hundred thousand deliars by reason of a false economy in deferring the outlay for a new bridge; and if every life there sacrificed were paid for at the estimate the responsible officer of that line would place upon his own, what fabulous sum would cover the loss ! And but a few days ago, another handred thousand dollars, besides valuable lives, were squandered by the accident on a New-Jersey raliway, chargeable to the false economy of employing a youth at low wages as switch-tender. Just as I write, the telegraph announces a horrible accident in Maine, from a similar cause. Had the Hudson River Road discarded worthless brakes and used the Air Brake, the quarter of a million dollars lost at New-Hamburgh would have been saved. This opinion has been expressed

frequently by prominent rathway officers.

But the Air Brake is economical in more ways than in great savings by the prevention of casualties. Where it is employed brakemen can be dispensed with. On a firstclass ratiway line this is no small item of expense. Many Western roads have big bills to pay for stock killed. One line in the Ohio Valley, I could name, has paid \$30,000 a year on this account. Since using the air brake this expense has almost ceased. The Superintendent has informed engineers that they will be held responsible for all losses by reason of stock-killing.

Experience in the use of the Air Brake shows a wonthe true pressure, and had it not been for the safety-valve indicating also it the true condition of things, the boiler would have been denoished; I have no could lence in any sican-pressure gauge other than the mercural column, or a proceedy constructed mercural agage; I have long felt that something should be done to secure a more perfect years more proceeding to meet the same faith by 3 been placed upon the highest for the guidance of the guidance of all steam boiler in specificate which they should be required to all steam boiler in specificate, which they should be required to sign for gach inspection, which certificate should be required to sign for gach inspection, which certificate should be considered as sacred and linding as an that they should be required to sign for gach inspection, which certificate should be required to sign for gach inspection, which certificate should be considered as sacred and linding as an that they should be required to sign for gach inspection, which certificate should be required to sign for gach inspection, which certificate should be considered as sacred and linding as an that the process of the compressed air from the reservoir through the conducting places, it is force in the other process. It is the state of the process of the compressed air from the order of nature itself seems reversed, and under the talking of the train's greatest momentum loses all its terrors and languishes impersion through the conducting places, it is force in the order of nature itself seems reversed, and under the train's greatest momentum loses all its terrors and languishes impersion through the conducting places in the order of nature itself seems reversed, and under the train's greatest momentum loses all its terrors and languishes impersions to wheels a maintance of the protection of the engine of the rain's greatest momentum loses all its terrors and languishes impersions to wheels of the regime of the process. It is the proper of the compressed air, and the order of nature itself seems derful saving in the wear of wheels. In the ordinary stopping of trains at stations with this brake, there is no grew "small by degrees and beautifully less," till but eight were last reported as wanted. The officer making this report was reprimanded by the next in authority for committing so great an error as that of enumerating only cight; but his surprise may be imagined when he was reassured of the verity of the report, and informed of the cause of the saving.

# SAFETY AND CAPABILITIES.

The question might be asked, What will this brake do ! Any one who travels can learn without theoretical emonstration that it is daily, hourly, stopping trains all over the country, in the ordinary course of passenger ransportation. That it conduces to the comfort of the traveling public by the oleaginous ease with which all stops are made, and by the escape from those moments of anxiety close-following the whistle of "down brakes," tens of thousands are ready to attest. But it is capable of far greater service. It is the fast friend of economy—economy of life and limb and of railway property. A catalogue of the appalling accidents its use would have prevented since the beginning of railway travel would occupy a chapter; the names of those fellow-creatures who have been crushed, mangled or otherwise destroyed by these calamities. would fill a volume. It is quite impossible to onceive of any form or kind of accident to running train that could not be entirely averted or marially diminished by this brake. The terrible catastro phe at Norwalk, Conn., years ago; the collision and con dagration on the Cincinnati, Hamilton and Dayton Road, three or four years since, and the horrifying loss of life and waste of property at New-Hamburgh, on the Hudson, in February last, could each have been prevented by the use of a prompt, sure, and effective brake. To the engineer, in each of these cases, the impending danger was heralded quite a thousand feet from it. They were warned, but were powerless to heed the warning. It is superfluous to here recount the sickening consequences The public memory of these and similar calamities-or tragedies-is not paralyzed. Immediately subsequent to the New-Hamburgh disaster, the pen and tongue of outraged public sentiment discussed, from a thousand points of view, the necessity of preventing a recurrence of such rockless life-takings. In an able editorial on the subject in Harper's Magazine, George William Curtis, writing in his choicest diction, said : "Certainly it will be shameful for all of us if a tragedy so terrible as that at New-Hamburgh passes without some radical improvement in the means of preventing accidents upon rail-In the majority of accidents to passenger trains, the

roads. first, most important, if not only need is to stop. The more nearly this can be done simultaneously with the cause of the danger itself, the more certainly can the peril be thwarted. Among the first tests of the Air Brake, as an emergency or safety brake, was that at the famous " Horse Shoe Bend," on the Pennsylvania Central Railroad two years ago, where a passenger train of six cars, running 30 miles per hour on a down-grade of 98 feet to the mile, was brought to a stand-still in 420 feetseven car-lengths. The same train, running at a similar speed, was stopped in eleven seconds at another point. At Altoona and Cresson, on the same road, in June, 1870. I saw two trials with equally happy results, where the train of four cars, dashing along at the rate of 40 miles per hour, was checked to a stand-still within its length. Thus the "radical improvement" Comanded by Cartis is supplied. Instances of these expergency tests could be found on a dozen railways. /Nor are all of them confined to experimental trials. J'requently the virtues of the brake have been brought/into requisition to avert

impending peril.

was recently prevented on the Oil Creek and Alle-gheny River Bailroad. A passenger-train was running at a speed of 30 miles sper-hour, through-or rather on-a side-mountain cas, where, if the train had been thrown from the track, the country might have been shocked with another Angola or Carr's Rock horror, dented. The highest commendations of exp., need. The vigilant confuger saw a huge rock of several tans'

weight, broken loose from its mountain moorings, crashing down upon his track not 200 feet ahead of his locomotive. With the ordinary brake, the case would have been hopeless; all must have been relinquished to do struction and death. But the engineer trusted his Air-Brake, and instantaneously applied it. In the short distance of 150 feet the speed of the train so greatly abated that one of the most frightful and fatal tragedies was escaped. No damage was sustained except the demolition of the pilot of the engine, and splintering some of the draw-heads of the coaches.

Briefly, the instances are innumerable where less of life and property has been prevented by the faithful, prompt use of the Westinghouse Air Brake. To number all the advantages of this brake would be a pleasant but endless work. Every consideration urges its universal adoption, because it is proved to be thoroughly meritorious and reliable, and preëminently the best safety brake yet invented. It would seem to be impossible to distance it in this regard. Railways, keenly alive to the popular approval, already announce their use of the Air Brake in enumerating their superior induceme; is offered the traveling public. This is a high compliment to its

#### THE WORKS.

The Air Brake Works have grown in the brief period of a year and a half from nothing to the proportions of a great manufactory, employing a hundred artizans and \$160,006 capital. The cost of equipping an engine with the brake is \$300; that of a tender, \$25; a passenger coach, \$100. I do not aspire to the diguity of a prophet when predicting that at a not remote day no locomotive will be considered finished unless equipped with this brake; and no sane man, preferring life to railway suicide, will think of boarding a train unprovided with this most necessary guaranty of comfort and safety.

Thus, among the wonders of the Iron City, the inven tion whereof I have written must stand with the foremost of the novel and ingenious contributions to the progress of the age.

Pittsburgh, Aug. 10, 1871.

#### CRIMINAL COURTS.

At the Tombs Police Court, yesterday, Justice ogas held to buil Frederick Baroes on a charge of having stoles #d out the dress profest of Anna Collins. The complainant, being intented, was sent to the City Prison. William H. Rosenblat and George S. Rosenlat

rged with committing acts of franchient bunscrapter in smitting from r schedule, \$20,000 worth of property, were held, yesterlay, in 1,000 bul, each, by Commissioner Oscorn. At the Jefferson Market Police Court, Jacob Cluta

of No. 296 Bowers was charged, resterlay, with seiling "policy num-ters." After a short Imprisonment, he was released upon giving boods or \$5,000 to appear for trial at the Court of General Sessions. John Coyne, a sailor, was struck on the head with

Mont, of No. as precurations, was constructed at scaling a toler from Pass Zimms-remain of the House of Dictember of No. 55 James et., and James State from Sor o verry... William Christopher of No. 55 James et., and James State on Sor S James et., piecking guilty to a charge of having solein leading worth \$70, from Margaret Feener of No. 52 James et., and were sent to the State Prison for 24 years... William Farrell of 75., 426 link Thirtbeenth-st., pleasted guilty to a charge of foreithy robbing Elizabeth Helland, of No. 505 East Thirtbeenth-st., of \$7, and was sent to the State Prison for 24 years... John Concept O No. 244 West Tenth-at., was convicted of indocently assaulting Links Elwards, age 9, of No. 339 likes Thirty-mind-st., and was sent to the Penlenther for one year on if fixed \$250... James Draw, are 14 of Rest Eight-st., ricadel guilty to a charge of stealing a yeal watch from William T. Brown of No. 128 North-steat, and was sent to the Refigs... Florence Dempherty of No. 37 Faster-st., pleasted guilty to a charge of stealing a versal from Charles Senter of No. 25 Farakin-st., and sent to the Steal Prison for 25 years... James Wheeler, Bring at Malberry and Houston-st., pleasted guilty to a charge of stealing a versal from Charles Senter of No. 25 Farakin-st., and sent to the State Prison for 19 years... John Williams of No. 26 Robert-st. pleasted guilty to a charge of stealing the control of the State Prison for the years... Damed Adriance of No. 25 Parakin-st., and was sent to the State Prison for the years... Damed Adriance of No. 30 No. 30 High to a charge of stealing 25 cents from Margaret Miller of No. 243 West I wenty-strikest, and was sent to the State Prison for the years... Damed Adriance of No. 50 No. 30 N

DECISIONS—August 11.

reme Court—Chambers—By Judge Sutherland.—

J. Lichmejer agt. Freerick Luchmejer.—Motion granted.

COURT OF GENERAL SESSIONS—Defore Record.

11 a. m. T. Roger Ready, felsolous and father. sault and fullers.

8. Robert White, highers.

9. John Leipald, grand lives.

10. Jan McCarty, grand lives.

11. William Steers, assent 2. Joseph Hogan, robbery,
3. Aifrot Burns, burglery,
4. James McGovern, barglery,
5. Margaret Doolan, folonious
assait and battery,
6. Eborhard Barner, febotious
assait and battery.

## DEPARTURE OF FOREIGN MAILS.

SATURDAY, August 12.

Mails for Europe, via Queenstown and Liverpool, per meaning City of Brussels, close at 11:20 s. m. A Supplementary dist, on fact No. 45, N. 8, is, isolated at 10:40 p. m. Mails for the German States via Bremen, per steamship Herrison, Mails for France via Brest and Trans. Mails for France via Brest and Havre, per steamship Ville de Peris, loce at 11:39 a. m.

FUNDAY, Account 13.
All Malls close at 11 o'close a. m. The Fast-Office is open from S.a. MONDAY, Acc 14.

PASSENGERS ARRIVED.

FROM LIVERPOOL—In scennadip The Queen Arr. 12—Mr. wis and calls, Mr. Rogerson, Mr. E. ell, Mr. Benners, Mr. Hew Brere, Mass Ledia Thompson, Miss Trac. Mr. Lat'l Mass to Duneas, Mrs. Repetion, Miss Mars, Miss Rest Lat'l Mass to Duneas, Mrs. Repetion, Miss Mars, Miss Rest Lat'l Mass Cob Connolly and wife, Mr. Ambraster, Mr. Mache, Mrs. Scholler, Mr. Holl, Mr. Fitzpatrick, Mr. McColl, Mr. Sons, Mr. Edl., Sons, Mr. Ellis, Mr. Walsh, Mr. Hartzen, Nr. Cussek, Mr. S. Mastgomery, Smilly and nurse Mr. King, Mr. Leccati, Mr. J. Breindt, Rev. George Dunlop, H. King, Jung Dowlf, Mr. J. Breindt, Rev. George Dunlop, H. King, Jung Dowlf, Mass Rosse Evans, Mrs. Greenchild, Mies Mathieur, Mies Pitapaturk, Mies Besse McNeil, Miss Marg. McNeill, Mrs. Eventral, Miss Besse McNeil, Miss Marg. McNeill, Mrs. Eventral, Miss Boulet, Mrs. Leid and You'ry Miss Cornella Werner, Miss Brinds, Mrs. Leid and You'ry Miss Cornella Werner, Miss Bilmite Werner, Mrs. Leid and You'ry Miss Cornella Werner, Miss Bilmite Werner, Mrs. Leid Handley, Mrs. Leid Mrs. Edward, Mrs. Leid Mrs. Leid Mrs. Edward, Mrs. Leid Mrs. Leid Mrs. Mrs. Edward, Mrs. Leid Mrs. Leid Mrs. W. Lasker, Clemen Niedskeb, C. W. Com, Jan. Henn, Char. Sullaran, S. Mariott, G. Mitchell, Maria Mitchell, Gro. Mitchell, W. Mitchell, Jose Argeella, Wm. Marborne, Miss Mahorne, Emil Schole, Theo. Daniels Emmanuel Ravenna, S. Hoemer, C. Chaffee, T. L. Chaffee, Ant. Mattie, Dr. L. Plangoon, Miss Plangoon.

FROM SAVANABI—In steemship Virgo, Aug. II.—Mrs. F. W. Cortwell, F. Cortwell, H. Cornwell, Mrs. Britt, Miss Besie Belt, Mas Luir Britt, L. Kongers, J. F. Skerres, Mrs. J. F. Skerres, J. P. Whiting, E. G. Whitter, Jacob Back, W. B. Musson, David Symons, E. Lovel, E. L. Robinson, D. Bichards, P. Glaser, R. Dickinson, Miss Ellie Dickinson, Mrs. Hunt, and 3 in steerage.

## SHIPPING INTELLIGENCE. PORT OF NEW-TORK......Acquirt II.

CLEARED.
Steamship Benefactor, Jones, Philadriphis, Lorillard Steamship Co.
Steamship Maydower, Fulls, Philadriphis, J. Hand.
Steamship D. Udley, Devis, Philadriphia,
Steamship Taceury, Nicola, Philadriphia
Steamship Monitor, Jones, Philadriphia
Steamship Monitor, Jones, Philadriphia
Ship Alex, Marshall, Gardner, Liverpool, Chas, H. Marshall & Co.
Ship Chancelor, Fatten, Liverpool, Williams & Guisa.
Ship Kate Troop (Br.), Crocker, Cork for orders, James W. Elsell & Co.

o. Ship Palmurston (Ger.), Koln, Hamburg, Funch, Edge & Co. Ship Suson L. Fitzgerald, Crowley, Gibralter, Winobester & Towns Ship Sman L. Fitzgerald, Cramley, Gibraliar, Winnbester & Towne, Bark Madre and Field (Hal.), Esposito, Belfast, Sheoriek & Co. Bark Evening Star (Br.), Chick, St. Jago de Cata, Wavield & Co. Bark Coloniat (Br.), Andrews, Sydney, C. B., W. Jugalla, Bark Union, Stafford, Galvoston, C. H. Mallory & Co. Bry Simodo (Br.), Gondey, Core for orders, Heiney & Parker, Brig Two Brothers (Br.), Weaver, Vera Crax, W. Casmingham &

Sons.

Belg Acelia Thurlow, Widte. Penurih Roads. Brett. Son & Co.
Belg J. L. Pye (Br.), Pyo, Cork via Wilmington, Craudall, Bertesux !

Brig J. I. Fye (Br.), Fye, Cot. as a Houghton.

Brig John Wesler, Ferd, Lisben, Miller & Houghton.

Brig Neike, Owens, Martinague and St. Croix, Rische, Bres. & Co.

Brig Wiley Smith (Br.), Button, Cape thavit, Kobert Marray, Jr.

Brig Eulin, Crowley, Fernandus and St. Marry & Songono & Calepy.

Schr. Piecert is Lavance, Robinson, B.S. Marry & Songono & Calepy.

Schr. Piecertia Lavance, Robinson, Mishle, B. D. Hartbut & Co.

Schr. Heartie Shark, Fibrer, Ellindenda, Va. A. Arbert,

Schr. Elsentie Shark, Fibrer, Ellindendaport, Ferguez & Wood.

Schr. J. Foreman, Carpanater, Hartford.

Canada baat in M. Barber, Vickery, Oswago, Ngitanal Temeportation.

Company.

Company.

ARRIVED.

Steamship The Queen (Br.). Thomas, three positing 26, and Queenstown 17th, with noise, and posset of V.V. J. transl.

Steamship Hanover (S. G.). Wittgerest, became July 26, and Southmator 17th, with tables and 20 pass to Cefricia a Co.

Steamship Virga, Builder, Savannah J. Gays, with miles, and pass, to Marray, Peris a Co.

Steamship Volunteer, Howes, Philadelphia, with unless and pass to Leafflest Steamship. Steamship Volunteen Hower, Philosophia State at the able to dee, berillard Steamship Co. Heri Courte, Scott, Hie Jessites 42 thes, such codes, Herk Courted (of Melbourne), Scott, Hie Jessites 42 thes, such codes, Bork Nova Enfluence (that). Decrease, have past door 16, with soles, Bork Pedrach Wayer (ther.) Subset, Marselman 45 days, with soles, ling Abby Watser, Houser, Elimbel part for heating. Schr Harvard Quota (Br.), Mell-man, Sale Harbor, N. S., 21 days, with insider.

Olive, Port Jaleson. P. Merca, Port Johnson. Corro I. H.A. Vallinava, Samyada, Saleminton, Elecho, Providense, I. S. I. Smort, Providense, Adds, Providense, S. W. Blab, Dighton, John Gostapoel, Kestperk-benic ser, Providense, Gre, A. Pierre, Salem, Anne E. Salies, Uportanos, Pranklin Pierre, New Horse,

Inlin t. Rich. Binabethport.
Wm. Allex, Alexanira.
Jas. M. Leclas Providence.
Para, East Messina.
Contol. Boston.
Pail Sherban.
Pail Sherban.
Pail Sherban.
Edward Emisler. Non-Haven.
Duniel Morro. Naw-Haven.
Wate, Hartford.
Nies, Bostand.
The Union, New-Haven.
Joint Loster. Tamton.
Controls St. John. Bridgeport.
WIND—Samdown, light. S.; clear.
WIND—Samdown, light. S.; clear.

BELOW. Ship Charter Oak, Takrey, from Beston, Ship Eleano, Brown, from Beston.

DOMESTIC PORTS.

BOSTON, Aug. U.—Actived, steamably McLettan, these Paleid Sepaint D. W. Chapman, from Ecospeci, bug Alpha, from Manca. Wassed Cape Cod Ha. m. steamagn Foresten, from Now-Bedford, for Solver, with cargo from wrecked steamachy Wm. Tibbetts.

FOREIGN PORTS.

LINDON, Aug. II.—The West links Mail scenaring Ethe, from Aspirately and Control of Manager, and St. Thomas, tended to Physical Code in and Mails, and passengers, and proceeded to Checkenry and read-rangers. land mails and passengers, and proceeded to their source and MEMORANDA.

MEMORANDA.

Steamship Robert Ingham, which recentle stock of Sutteenthed. East River, has been raised and taken to the food of Fourteenthed: to sincharps the corps of the No. M. Knowles, before reported above between Reference The with Nation Value tends, and arrived at Vineyard Haren into applied of

| For Latest Ship News see Firth Page.